

Table 2
SR 504 Extension Feasibility Study
Option Evaluation Matrix

Options	1 - Hofstadtl Bluff Visitor Center to Mossyrock (A to B)	2 - Hofstadtl Bluff Visitor Center to 12 @ Glenoma (A to C)	3 -Hofstadtl Bluff Visitor Center to US 12 @ Randle (A to D)	4 -Hofstadtl Bluff Visitor Center to US 25 @ Iron Cr. Campground (A to E)	5 -Hofstadtl Bluff Visitor Center to FR 25 @ Iron Cr. Campground via FR 26 (A to H to E)	6 -Coldwater Ridge Visitor Center to US 12 @ Glenoma (G to D)	7 -Coldwater Ridge Visitor Center to US 12 @ Randle (G to D)	8 -Coldwater Ridge Visitor Center to FR 25 @ Iron Cr. Campground (G to E)	9 -Coldwater Ridge Visitor Center to Iron Cr. Campground via FR 26 (G to H to E)	10 -Johnston Ridge Curve to FR 25 @ Iron Cr. Campground via FR 26 (F to H to E)	11 -Johnston Ridge Curve to FR 25 @ Spirit Lake to FR 99 to the north of Wakepish(F to J)	12 -Coldwater Ridge to the south of FR 99 to Windy Ridge to FR 25 @ Wakepish via FR 99 (K to I to J)	13 -Coldwater Ridge Visitor Center to SR-503-S near Swift Reservoir (K to L)	14 -Coldwater Ridge Visitor Center to SR-503-S near Cougar (K to M)
Screening Criteria (Effect/Cost)														
Project Purpose and Need														
Connecting East & West Sides	●	●	●	○	○	●	●	○	○	○	○	○	●	●
Loop Connect MSH, Mt Rainier, Gorge & Eastern WA	●	●	●	○	○	●	●	○	○	○	○	○	●	●
Improve Economic Development Opportunities	●	●	●	○	○	●	●	○	○	○	○	○	●	●
Improve Resident Access	●	●	●	●	●	○	○	●	●	●	●	●	○	○
Improve Visitor Access	●	●	●	●	●	○	○	●	●	●	●	○	○	○
Provide Shorter Emergency Route	○	○	●	●	●	○	○	●	●	●	●	●	●	●
Provide Year-Round Emergency Evacuation Route	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Environmentally Acceptable	○	●	●	●	●	●	●	●	●	●	●	●	●	●
Engineering & Cost Feasibility	○	●	●	●	●	●	●	●	●	●	○	●	●	●
Environmental Criteria														
Terrestrial Wildlife Resources and Habitat Impacts	●	●	●	●	●	●	●	●	●	○	○	●	●	●
Stream Alteration and Riparian Encroachment	○	●	●	●	●	●	●	●	●	●	○	○	●	●
Terrestrial Threatened & Endangered Species Impacts	○	○	○	●	●	○	○	●	●	●	●	●	●	●
Aquatic Threatened and Endangered Species Impacts	●	●	●	●	●	●	●	●	●	○	○	●	●	●
Wetlands Impacts	●	●	●	○	○	●	●	●	●	○	○	○	○	○
Impacts to Noise Sensitive Receptors	●	●	●	○	●	○	○	○	○	○	○	○	○	○
Recreation Area Impacts	○	○	○	○	●	○	○	○	○	○	○	○	○	○
Historic Properties Impacts	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Visual Impacts	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Impacts to GPNF Roadless Areas	○	●	●	●	●	○	○	○	○	○	○	○	○	○
Impacts to Late Successional Reserves	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Consistency with National Monument Management Plan	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Impact on NVM Scientific Research	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Engineering Criteria														
Capital Costs	●	●	●	●	●	●	●	●	●	○	○	○	○	○
Operation & Maintenance Costs	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Access/Travel Patterns Impacts														
To Randle	○	○	○	○	○	○	○	○	○	○	○	○	○	○
To Cougar	●	●	●	○	○	○	○	○	○	○	○	○	○	○
Year-Round Access	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Geotechnical Elements	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Number of Bridges	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Right-of-Way Acquisition														
USFS: Monument	○	○	○	○	○	○	○	○	○	○	○	○	○	○
USFS : Non-Monument	○	○	○	○	○	○	○	○	○	○	○	○	○	○
WDNR	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Private	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Topographic Indicators														
Grades over 10%	○	○	○	○	○	○	○	○	○	○	○	○	○	○
No. of Passes	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Economic Criteria														
Opportunity for Economic Growth														
Clark County	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Cowlitz County	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Lewis County	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Skamania County	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Yakima County	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Distribution of Benefits														
Increased Access														
Local Resident Travel	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Public Land Management	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Public Safety	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Recreation Sites	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Monument Attractions	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Reduced Travel Costs														
Local Residents	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Public Land Management	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Public Safety	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Tourists	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Private Landowners & Forest Industry	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Distribution of Costs														
Road Construction, Operation, & Maintenance														
Local	○	○	○	○	○	○	○	○	○	○	○	○	○	○
State	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Federal	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Access														
Private Land Management & Protection	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Public Safety	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Public Land Management & Protection	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Recreation Visitor Congestion	○	○	○	○	○	○	○	○	○	○	○	○	○	○

Criteria Legend	
○	Minimal Impact
	Least Costly
	Highest Benefit
●	Mid-Range
●	Major Impact
	Most Costly
	Least Benefit